Approved For Release 1999/09/09: CIA-RDP82-00457R005000010013-5 CLASSIFICATION SECRET REPORT NO. CD NO. 25X1A2g COUNTRY Germany (Russian Zone) DATE DISTR. 5 June 1950 Registration of Railroad Flatcars SUBJECT NO. OF PAGES 2 RETURN TO CIA LIBRARY 25X1A6a PLACE NO. OF ENCLS. **ACQUIRED** DATE OF SUPPLEMENT TO INFO. 12 March 1950 REPORT NO. S0-39525x

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SUBJECT: Registration of Four-Axle and ..ulti-Axle Flatcars and Well Cars

All four and suiti-axle flatcars and heavy-duty flatbed cars will be counted on Tuesday, March 14, 1950 at 10 a.m. The counting will also be made on station and shop tracks, private sidings etc. Only German Railway cars will be counted. The counted cars will be marked through the number 3 chalked in a triangle behind the serial number of the car concerned or on the side bar. The number of the four and multi-axle flatcars and of the heavy-duty flatbed cars will be stated separately, broken down into operating and non-operative cars. The non-operative cars will be broken down into reserve and deadlined cars. All the cars will be classified according to their load capacity and broken down into the following categories: 30 to 34 tons, 35 to 39 tons, 40 to 44 tons, 45 to 49 tons, 50 to 54 tons, 55 to 59 tons, 60 to 64 tons 65 to 69 tons, 70 to 79 tons, 80 to 89 tons, 90 to 100 tons, and upward of 100 tons. It will also be stated which of the cars are suitable for the shipping of heavy loads and which may be utilized in tank shuttle trains. The results of the stock taking will be transmitted by noon of the same day to the Kailroad Car Inspection Office and from there transmitted collectively to this Office by 2 p.m. of the same day. (G 33, telephone extendsion 5335). The Railroad Inspection Office will receive a master sheet for transmission as a telegram letter to this office after the pertinent data received by telephone have been entered. The mentioned time limits will be complied with in any case.

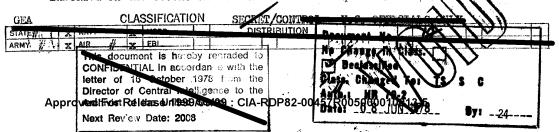
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The counting of the mentioned cars probably took place in all railroad districts at the same time and was certainly decreed by the Transportation Section of the Soviet Control Commission. As far as is known the pertinent Soviet order was dated 16 January 1950. Since neavy-duty cars are a critical item (see previous report \*) the Soviets want to be well informed on the stocks on hand in order to adapt their requirements.



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clarge-scale seasonal maneuvers, preparations for possible operations etc.) to the prevailing situation or make the required transportation space available by a concentration of these special cars in a given district.

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